

Men's, Youths' and Boys' Department

The Spring Trade has opened out big at the When, and how could it be otherwise? We have styles that are world-beaters, and at prices that leave no room for argument. After a thorough examination of all this market affords, you can see more in the When in an hour, if you desire to devote that much time, than you can see elsewhere combined in half a day. You not only save money, but time, and time means more money. We will be pleased to entertain you with Suits, Overcoats, Trousers, Hats, Caps, and the Latest Novelties in Gents' Furnishings

—AT—

THE WHEN

BIG 4 ROUTE DO YOU KNOW

Four Good Things From Indianapolis

Knickerbocker Special
New York and Boston
Southwestern Limited
St. Louis and the West
White City Special
For Chicago and Cincinnati
Boston Express
For New England Points

Parlor cars, dining cars, cafe cars and palace sleeping cars, comprise the equipment of these favorite trains.

Call on Big Four agents, No. 1 East Washington street, Massachusetts avenue and Union Station.

H. M. BRONSON, A. G. P. A.

C. H. & D. R. Y.

ALL RIGHT!

No Interruption from High Water

All Trains Running Regularly In and Out of CINCINNATI Passenger Station

Ticket Office—2 West Washington street and Union Station.

GEO. W. HAYLER, Dist. Passenger Agent.

The Popular MONON ROUTE

In the best CHICAGO time re-line to be had

FOUR DAILY TRAINS

Between Indianapolis—7:30 a. m., 11:30 a. m., 3:30 p. m., 12:30 night.

Trains arrive Indianapolis—7:30 a. m., 1:45 p. m., 3:30 p. m., 12:30 night.

Trains leave Indianapolis—7:30 a. m., 1:45 p. m., 3:30 p. m., 12:30 night.

Trains arrive Chicago—7:30 a. m., 1:45 p. m., 3:30 p. m., 12:30 night.

Trains leave Chicago—7:30 a. m., 1:45 p. m., 3:30 p. m., 12:30 night.

The Indiana Mutual Building and Loan Association

Receives Deposits of ONE DOLLAR AND UPWARD, at any time, and allows interest on all deposits remaining six months or over.

All money deposited may be withdrawn in full, with no deductions whatever for fees or interest. This is no experiment. The Association has been doing this successfully since 1891. For further information call at the office.

22 East Market St. (Journal Building).

CHARLES KAHLO, Secretary.

BEST : INVESTMENTS

BONDS

Parties having money to invest will find it to their advantage to call on or correspond with us.

Amounts as desired, \$100 and up.

CAMPBELL, WILD & CO.

205 Indiana Trust Building.

Fine Creamery Butter

25c

... Per Pound

ROBERT DRAKE

Successor to Power & Drake,

16 North Meridian Street.

FARM FOR DRUNKARDS.

New York Scheme for the Reformation of "Indesirable Citizens."

ALBANY, N. Y., March 10.—A bill has been introduced in the Assembly which authorizes the city of New York to appropriate \$100,000 for the equipment and maintenance of a farm colony near New York city where habitual drunkards and other undesirable citizens may be sent to be confined to decency and a proper regard for their duties to the State. The bill is said to be favored by a majority of the legislators.

Governor Black to-day signed the "knock-out drops" bill, which makes it a felony for any person other than a licensed druggist or physician to have in his possession or to administer to any person a drug or a narcotic.

TRAIN'S WRECK PLUNGE

THE E. & T. H. LIMITED TAKES A HEADER INTO WHITE RIVER.

Locomotive and Three Cars Go through a Washout at Hazelton and Four Men Known to Be Killed.

ENGINEER'S LUCKY ESCAPE

BRAKEMAN PINIONED FIVE HOURS WITH HEAD ABOVE WATER.

Several Passengers Said to Be Missing and Ill-Fated Cars Floating Down the Swift Current.

Special to the Indianapolis Journal.

PRINCETON, Ind., March 10.—The Chicago and Nashville limited passenger train on the Evansville & Terre Haute Railroad plunged into a washout when approaching Hazelton six miles above here, about 5 o'clock this morning. According to Engineer McCutcheon the train was going twenty-five miles an hour along a stretch of track on a sixteen-foot bank, next to which a bend of White river was running since last week's flood. The water had eaten its way under the track and the engine turned a somersault down the bank and sank in the river. It was followed by the combination mail and baggage car. The more weakly constructed smoker, in which were a number of passengers, was telescoped on the baggage car, being cut in two lengthwise. The ladies' coach and the sleeper remained on the track, but the crevasse in the bank soon widened to a hundred feet or more and this afternoon the ladies' coach fell into the river and floated a mile down stream. The passengers in the last two cars were all rescued without serious injuries to any and sent back to Vincennes, but four others and possibly five are known to have met death in the accident. None of the bodies has been recovered from the river and the report is that a dozen or more were in the smoker. Only two escaped from the car. They are William Henderson, of Kokomo, Ind., the youngest brother of ex-Auditor of State J. O. Henderson, and Brakeman Haulsen. The known killed are:

GEORGE A. SEARS, conductor, of Terre Haute; J. C. WILSON, fireman, of Evansville; HERBERT ALLEN, Evansville, said to be one of the doorkeepers of the last Legislature.

UNKNOWN MAN, supposed to be W. H. Lange, commercial traveler for W. B. Phillips of Fort Wayne, selling ladies' waists. It is also said there was a Hebrew traveling man in the smoker who cannot be accounted for. The injured are:

JOHN MCCUTCHEON, engineer, Evansville, who was badly injured, legs badly burned and otherwise bruised.

H. J. HILL, express messenger, escaped from baggage car with a few bruises.

HAUSEIN, brakeman, pinioned five hours in smoker with head above water, foot and leg crushed.

EDWIN, brakeman, several cuts and bruises.

WILLIAM F. HENDERSON, Kokomo, Ind., injuries not serious.

Conductor Sears was seen in the smoker before it was washed away several hundred yards by the flood. How many were in the smoker other than those mentioned, no one can tell. From a grip sack found it is believed one of the lost was a traveling agent for W. B. Phillips, of Fort Wayne, selling ladies' waists. This afternoon the flood swept away the ladies' coach, leaving only the sleeper on the track. Many Evansville people were in the sleeper, including State Senator Leich and wife, returning from Indianapolis, and Sheriff Covert and wife, and Miss Ada Ragon, returning from the inauguration of President McKinley.

Superintendent Corbett had just yesterday returned from a tour of repairs on account of recent floods and had just resumed through train on slow schedules. The water had backed up on the side of the track opposite the treacherous bend in the river and made the place where the wreck occurred a dangerous point, with water on both sides. No roadbed in southern Indiana is said to be absolutely safe since the flood. It is believed that the water has been raging torrents for several days, but the railroad men believed the Evansville and Terre Haute roadbed was ready for travel. Five trains are said to have crossed the Hazelton embankment before the "Canaan Ball" last night, and the officers of the road are claiming that the train had been over the spot only a short time before the accident and reported all safe. The water must have been eating its way through the bank for several hours. There was a gap in the track several car lengths after the ill-fated train went into the river.

Engineer McCutcheon saw nothing to indicate that the support to the track was gone as his engine approached. His escape is a wonder to everybody as well as to himself. When the locomotive took its last plunge it was thrown out of the cab and swam back to the shore. The engine was not entirely submerged. He could see nothing of the fireman and the body of the latter is probably lying in the cab. There is little prospect of recovering any of the bodies of the others near the accident. The current is strong and the water is high. Brakeman Haulsen's experience was the most excruciating of any of the victims who escaped. He was pinioned in the smoker by a broken timber. His head remained above water and for five hours men worked trying to rescue him. His suffering was terrible and he begged that some one would take an ax and cut off his leg. Finally the water undermined the car and released Haulsen and as he was dragged from his position the car floated away.

State Senator Leich and Sheriff Covert, who were on the train, spent the day working at the wreck, devoting most of their time to Brakeman Haulsen. This wreck and other damage along the line from flood has again caused a suspension of traffic on the entire system. Yesterday was the first day that trains had passed over the entire road since the recent floods. A wrecking train and 200 employees of the line were sent out to-day to repair damage. The company has arranged to send train cars over the Peoria Decatur & Evansville and Big Four roads.

The baggage car is tied to the track, but it is believed that more of the track will be washed away and the car will go down stream. All day the railroad people have been dumping large logs into the washing away of the levee, but it is feared that much of the track will be carried off in the rushing current.

It is known that seventeen pieces of baggage were in the baggage car at the time of the wreck, three pieces for Princeton, three for Evansville, and eleven for South-

ern points. Overcoats, grips and hats were found in treasuries by those patrolling the river in row boats, hoping to recover some of the bodies. The passengers were all taken from the day coach and sleeper before they were washed away and no lives were lost in these two cars.

The engine was turned completely over on the left side of the track and Engineer McCutcheon, who had a remarkable escape, says: "I could see no washout as we ran along and did not realize there was any danger until I came to my senses while in the water. I was evidently thrown clear over the engine. I saw the engine and swam to it. After reaching it I called to my baggage car and the lower part drifted away. The windpipe was nearly cut. I managed to get to Hazelton and told the agent the main part of the train was on the other side of the washout and could not reach it."

Ill. J. H. express messenger, said: "I do not know how in the world I escaped death. I never received a scratch. I found myself in the water and swam ashore. The smoking car was jammed clear through my car, cutting the smoker in two just over the seats. The top part was jammed over my baggage car and the lower part drifted away. All the dead were in the lower part of the smoker, and I believe the passengers were all killed before the car sank."

Missing Passenger May Be W. H. Lange

Special to the Indianapolis Journal.

FORT WAYNE, Ind., March 10.—W. B. Phillips, a ladies' shirt waist manufacturer, of this city, received a telegram this evening, stating that his sample car had been wrecked in the Hazelton washout. The only salesman on the road for Phillips is W. H. Lange, married, aged thirty-five, who was with him last night. Lange was a clerk in the Evansville office of Phillips, and is well known in this community. Mr. Phillips declared that he could not believe how Lange could be in that territory.

Barlow Says Four Killed

CHICAGO, March 10.—The following dispatch was received at the offices of the Evansville & Terre Haute Railroad in this city at 5 o'clock from President Barlow:

"The injured passenger is named Henderson. He was in the baggage car, and was crushed by the legs, caused by car sent. We have located all of our passengers, and all but one are safe. We are all well, and an unknown man. We fear they are lost. If so, then we have lost two of our men."

Engineer's Legs Crushed Off

WICKLIFFE, Ky., March 10.—At 1:20 o'clock this morning the St. Louis express on the Illinois Central, north bound, collided with a freight train at East Cairo, Ky. Fireman Walter Rogers, of the express, was killed. The engine and the freight train were crushed. The mail car and engine of the express train were demolished. The engine was crushed and the freight car was crushed. The telegraph operator, Godwin Boaz, having a narrow escape from death.

THE B. & O. S. W. A HEAVY LOSER.

Town of Medina Nearly Washed Away and Tracks Gone.

Special to the Indianapolis Journal.

SEYMOUR, Ind., March 10.—The most stricken town by the great flood is Medina, a town of four hundred inhabitants, eighteen miles west of this city. The town is now a sea of mud. The entire town is submerged and the people were compelled to flee to the hills in order to save their lives. The town is on a level and not a house was spared by the flood. Every merchant in the town has sustained heavy loss and a wealthy farmer near by has lost his barn and a large part of his stock. The water was carried down the stream. The Baltimore & Ohio Railroad Company has reached Medina in making repairs and finds two miles of track washed out. The roadbed is washed out twenty feet deep in places. The water is still rising and it will be two or three days before trains can be run. The water is still rising and it will be two or three days before trains can be run. The water is still rising and it will be two or three days before trains can be run.

Wheat Buried in Mud

Special to the Indianapolis Journal.

MITCHELL, Ind., March 10.—As the waters recede in the place in the past few days, it is found that the wheat is buried in mud. In many homes every article of furniture is destroyed, washed away or half buried in the mire. Farmers find that their crops are ruined. The water is still rising and it will be two or three days before trains can be run. The water is still rising and it will be two or three days before trains can be run. The water is still rising and it will be two or three days before trains can be run.

Trains Again Reach Bloomington

Special to the Indianapolis Journal.

BLOOMINGTON, Ind., March 10.—At noon to-day a through train passed over the Monon Railroad for the first time since Tuesday night, owing to the very severe storm which had been raging in the territory. The train was delayed for two miles of track and embankment washed out. The loss to the Monon for repairs and blockade of traffic is estimated at \$50,000.

Whitewater Branch Line Open

Special to the Indianapolis Journal.

HAGERSTOWN, Ind., March 10.—Because of a washout on the line three miles north of here no trains have arrived or departed since Friday. The regular running of trains will be resumed to-night.

The Ohio at Cincinnati

CINCINNATI, O., March 10.—At 11 o'clock to-night the river here was forty-nine feet and three inches, and rising an inch and a half per hour. All flood stage is now known to be local. Above Portsmouth the Ohio is falling, and below that city it is rising. This is a situation which is now being watched with great interest at both banks as swelling the flood.

KENTUCKY SENATORSHIP.

Dr. W. G. Hunter Confident of Securing the Coveted Honor.

LOUISVILLE, Ky., March 10.—The contest for the Kentucky Senate seat in the United States Senate which is to be filled by the special session of the Legislature called by Governor Bradley, to meet at Frankfort next week, is narrowing down to a fight between Dr. W. G. Hunter, St. John Boyle, last session's caucus nominee of the Republican party, and W. D. Hunter, a party leader in this State. Dr. Hunter, who came from Washington soon after the inauguration of President McKinley, has been industriously at work with his friends. They now claim with confidence and some reason that he will receive in the joint session the votes of at least five solid standard Democrats. The friends of St. John Boyle are vigorously arguing his claims as the Republican caucus nominee, whom, they say, it would be unwise to displace. The numerous other candidates are by no means idle, but the Hunter men seem to have the best of the situation.

Farmer and Wife Murdered

GREENSBURG, Pa., March 10.—Richard Graham, a wealthy farmer, and his wife were found lying in their farmhouse, near Crabtree, this morning, in pools of blood. The wife was conscious, but unable to talk, and was found with a knife in her back. Her husband was found with a knife in his back. The neighbors are searching the surrounding country for the criminals.

NO ACTION BY POWERS

GREEK TROOPS NOT YET EXPELLED FROM THE ISLAND OF CRETE, AND NO APPARENT STEPS TAKEN BY THE FOREIGN FLEETS TO BLOCKADE THE PORT OF PIRAEUS.

INSURGENTS STILL WARRING

MUSLIMS AT CANDAMO AND SELINO RESCUED WITH DIFFICULTY.

Finally Taken Aboard Ships and Carried to Canoe—Much Excitement Over a False Rumor.

LONDON, March 10.—There was a scare in Greece and Crete yesterday over a false rumor that the powers were landing troops at Canoe for the purpose of driving out the Greek soldiers. At sunrise two transports were seen in the harbor and the rumor immediately spread that they were loaded with British and Italian soldiers. It developed, however, that the vessels were loaded with refugees and provisions. Owing to the receipt of advice saying that a band of armed volunteers from Greece were on their way to Crete with the intention of reinforcing the Cretan insurgents, the foreign admirals agreed to dispatch a cruiser to prevent their landing.

The Mussulmans who were besieged at Candamo had arrived at Canoe on board an Italian war ship. They were rescued with the greatest difficulty and danger. The major of Windsor, the high official of the island, was taken to the island by a boat. The European force sent to the rescue of the Mussulmans there besieged was commanded by British and French officers. The insurgents searched the Mussulmans and took their arms from them. They were allowed to depart. In all 323 men, 1,047 women and children and 42 Turkish soldiers were taken to the coast and embarked on board foreign vessels.

The Times publishes a dispatch from Canoe which states that during an interview with one of the officials of Candamo, the insurgents threw 20 shells into the town and fort. The ammunition and bread supplies were exhausted but fresh food was plentiful. The garrison lost thirteen killed and twenty-five wounded. The British consul, Sir Alfred Billotti, came first alone and then sent for a resupply, which he arrived on Tuesday and stayed six hours below the town. The insurgents entered and pillaged the town before all the Mohammedans had gone. At Selino, during the embarkation, the insurgents, who had followed, assumed a menacing attitude and fired to the insurgents. The British consul, Sir Alfred Billotti, came first alone and then sent for a resupply, which he arrived on Tuesday and stayed six hours below the town. The insurgents entered and pillaged the town before all the Mohammedans had gone. At Selino, during the embarkation, the insurgents, who had followed, assumed a menacing attitude and fired to the insurgents. The British consul, Sir Alfred Billotti, came first alone and then sent for a resupply, which he arrived on Tuesday and stayed six hours below the town. The insurgents entered and pillaged the town before all the Mohammedans had gone.

Captain Palmer, of H. M. S. Rodney, reports that the insurgents acted fairly at Candamo, but that an armed rabble followed the refugees to the coast and tried to rush into Selino. Although the party had been twelve hours on the march, it was obliged to form a cordon across the neck of the peninsula during the embarkation. When they were fired on they replied. The rest of the refugees who are at Trinarra, Crete, were escorted by the British and Turkish steamers that have returned to fetch them. The foreign admirals had a conference with the insurgents at Akrotiri yesterday. It was learned that ex-Commodore Reinack, of the Greek army, had never imparted to the British admiral the details of the admiral's forbidding them to attack the towns, although he had accepted a commission to do so.

It is reported that the Turks plundered abandoned Christian houses at Selino, Retimo and Candia.

There is no confirmation of the report that two Italian volunteers have been killed at Hierapetra by shells from an Italian cruiser during the recent fighting.

It is rumored that the troops of Colonel Vassos, in the interior of Crete, are suffering from hunger and are reduced to a diet of biscuits and oranges.

The Times, commenting this morning on the news from Canoe, says that ex-Commodore Reinack appears to have assumed the responsibility of suppressing the joint resistance of Europe which he had undertaken to make known to the insurgents, and adds that there are hardly words strong enough to characterize this treacherous action.

The Daily Telegraph's correspondent at Canoe says that early on Wednesday morning the water supply of the Turkish forces at Izazou, Suda bay, was cut off by the insurgents. In spite of the firing of the Turkish war ships, the Turkish garrison then attacked the insurgents, and the firing continued all day.

Wants to Fight for Greece.

BERKELEY, Cal., March 10.—Richard C. Hooker, an ex-navy officer, is eager to take sides with the Greeks in the threatened war and has written to the Greek consul, offering his services. He has visited Athens many times and speaks the Greek language and is very familiar with the history of modern Greece. He has met the present King of Greece, King George, and the King's brother, Prince Constantine. He has also met the Greek minister at Washington, Mr. G. D. S. Hooker, who offered his services in the event of war and received the thanks of the Greek government. The Greek minister at Washington, Mr. G. D. S. Hooker, who offered his services in the event of war and received the thanks of the Greek government. The Greek minister at Washington, Mr. G. D. S. Hooker, who offered his services in the event of war and received the thanks of the Greek government.

Under the Czar's Protection.

SOFIA, Bulgaria, March 10.—A sensation has been caused here by a prayer used by the Bulgarian Metropolitan in the presence of the King of Serbia and Prince Ferdinand of Bulgaria during the former's visit to the city. The Metropolitan, in offering prayers for the Czar spoke of him as the "protector of Bulgaria and Serbia, and the savior of the Balkans." This acknowledgment of a high solemnity, the Czar's protectorship over those people, is a significant step in the Balkan crisis, is regarded as highly significant.

Servians Want Best Guns.

BEIGRADE, Servia, March 10.—Russia has offered to lend the Servian government 120,000 machine rifles. The Servians desire to secure rifles of the latest pattern. The entire army reserve and both classes of the militia have been called out in detachments. The reason given is that they are to undergo a week's maneuvers in March and April.

Sixty Turks Killed.

BERLIN, March 10.—A dispatch to the Cologne Gazette from Candia, Island of Crete, says that in a fight between a force of bashi bazouks and a detachment of insurgents, before the gates of the town, sixty of the Turks were killed or wounded. The dispatch further announces that the fighting between the opposing forces continues and that the town is threatened with incendiarism.

Ordered to Be Ready.

LONDON, March 10.—It is stated here that secret orders have been received for the First Army Corps, including the York and Lancaster regiments, the Essex Regiment and the Suffolk Regiment, to prepare for service in the Mediterranean if required.

WEDDED TO FREE TRADE.

Salisbury Says England Will Never Change Her Policy.

LONDON, March 10.—The thirty-seventh annual meeting of the Association of Chambers of Commerce in Great Britain, which has been in progress since Tuesday at the White Hall rooms, Hotel Metropole, came to a conclusion with an elaborate banquet this evening. Mr. Hon. Anthony J. Mundella, who was among the speakers, congratulated Lord Salisbury, who was the principal guest, on the change of his position. The speaker, upon his presence in the negotiations with the United States for the conclusion of a treaty of arbitration, adding that President McKinley's admirable message gave promise that the treaty would be the result of the negotiations. Lord Salisbury, replying, devoted his speech almost entirely to trade questions. He assured the meeting that the United Kingdom and resource, if let alone, would beat down all rivals. They should not, he said, encourage panics, which only serve to stimulate other nations. The French premier and the American President were the heads of their respective protection parties, but free trade would continue the policy of England. He had no doubt that free trade was the best policy for England, but making it a fixed principle was very much like sending a man to a fortress without guns. "The knowledge that we would never retaliate," said he, "has disarmed us in fighting hostile tariffs in a way in which no other nation has been disarmed."

"A protection country," said Lord Salisbury, "is a country which is not stronger than the consumer. In England that condition of things is impossible. All the whole people of England is the consumer. But you cannot say that nations are right and all other nations wrong."

BOUND FOR THE REVIERA.

Queen Victoria En Route from England to Limas.

LONDON, March 10.—Queen Victoria, accompanied by Princess Alice, and their respective suites, left Windsor today en route to Limas via Cherbourg. At Limas, which is about three-quarters of a mile from Nice, her Majesty will stay at the Excelsior Hotel Regina, just erected on a commanding elevation, from which fine views of the Riviera are obtained. The hotel is a five-story high, has a frontage of 600 feet and is surrounded by groves of palm and orange trees. There about 150 rooms in the section of the hotel which the Queen will occupy. The guard, which was mounted near Henry VIII's gate, saluted the royal carriage as it descended the hill. The band of the guard, which was halted at the lower end of the castle, played the national anthem as the carriage passed. The Queen's suite arrived at the station the queen was assisted from her carriage and was welcomed by the principal waiting rooms and corridors, which were decorated with flowers, to the special train. The major of Windsor, the high official of the railroad, was in waiting. The saloon carriage which her Majesty occupied was upholstered in white plush and gold. Boquets of orchids and spring flowers were placed in the carriage. The Queen proceeded to Portsmouth by way of Guiford. On arrival at the port the royal standard was hoisted and all the commissioned ships in the harbor were named. Her Majesty was received by all the naval standard ships, the fleet, and the navy stationed at the port. The admiral's band played the national anthem and all the commissioned ships sent salutes to the Queen. The Queen's suite arrived at the port the queen was assisted from her carriage and was welcomed by the principal waiting rooms and corridors, which were decorated with flowers, to the special train. The major of Windsor, the high official of the railroad, was in waiting. The saloon carriage which her Majesty occupied was upholstered in white plush and gold. Boquets of orchids and spring flowers were placed in the carriage. The Queen proceeded to Portsmouth by way of Guiford. On arrival at the port the royal standard was hoisted and all the commissioned ships in the harbor were named. Her Majesty was received by all the naval standard ships, the fleet, and the navy stationed at the port. The admiral's band played the national anthem and all the commissioned ships sent salutes to the Queen. The Queen's suite arrived at the port the queen was assisted from her carriage and was welcomed by the principal waiting rooms and corridors, which were decorated with flowers, to the special train. The major of Windsor, the high official of the railroad, was in waiting. The saloon carriage which her Majesty occupied was upholstered in white plush and gold. Boquets of orchids and spring flowers were placed in the carriage. The Queen proceeded to Portsmouth by way of Guiford. On arrival at the port the royal standard was hoisted and all the commissioned ships in the harbor were named. Her Majesty was received by all the naval standard ships, the fleet, and the navy stationed at the port. The admiral's band played the national anthem and all the commissioned ships sent salutes to the Queen.

BIG PLUNGE FOR HEALTH.

PERRY S. TO BE MADE FIRST ASSISTANT POSTMASTER GENERAL.

WASHINGTON, March 10.—President McKinley himself confirms the report that Perry S. Heath will be appointed first assistant postmaster general, vice Frank Jones, of Illinois. Mr. Heath started out originally as public printer and was told he could have the place. His name was subsequently urged for secretary of agriculture, and when he went to Canton to finally discuss the situation with Major McKinley it was decided to make him first assistant postmaster general. Mr. Heath will have direct charge of the vast machinery of the postoffice of the whole country, postmasters reporting to him and rendering their accounts to him. He directs the expenditure of about \$40,000,000 annually and the returns from the offices pass through his department. He has nothing to do with the retail or steamboat or star-route mail, or appointment of postmasters, those duties being discharged by the second and fourth assistant postmaster generals.

W. S. Shallenberger, a rich resident of Beaver, Pa., will be made second assistant postmaster general, vice Frank Jones, of Illinois. Mr. Shallenberger is a third assistant. Shallenberger is Senator Quay's man.

Colonel W. W. Dudley, of Indiana, had a boom for commissioner of pensions to-day and to-night. This is his old place. The movement was entirely without his knowledge and consent and the colonel says there is no place in the gift of the President or the people that he could get he would take. Colonel Dudley and General Michener have worked up a tremendous professional business in Washington and neither could afford to leave. The colonel says that he is just beginning to reap returns from the up-building of years.

There is a notable thinning out of Indiana office seekers and no new ones are arriving on the scene. The wholesome advice to place hunters to ascertain whether or not the jobs they covet are protected by the civil-service law before starting for Washington is having an effect.

The Washington Post to-day gives Hon. Will C. Mackay a half a column, going extensively into his career and telling of the important positions which he has held. He has participated in the course of his long life.

Congressmen and office seekers are having a new experience at the White House. In fact, they are having several kinds of new experiences, but the one of which mention is made is that relating to appointments. Mr. McKinley has let it be known pointedly, and in a way that cannot be misunderstood, that he is going to make senators and representatives responsible for the distribution of patronage within their own States. Time and again within the past few days the President has told congressmen that they must get together and decide among themselves what they want and who they want to endorse. To one senator he said to-day: "I do not intend to become involved in any factional quarrels in any State and if you cannot decide among yourselves what you want, I will not expect me to decide for you." The logic of this is that where State delegations cannot decide for themselves in regard to offices the patronage will be very likely to go to some one else, or the incumbents.

Senator Mason, of Illinois, carried an armful of applications to the White House, endorsed by himself and casual representatives. "Have these applicants secured the endorsement of Senator Culberson?" inquired the President, and when a negative reply was given he said: "The President has had better luck than back and again Culberson's name. There must be no division of responsibility in these matters."

In consequence of this departure from the White House rule of the past twelve years State delegations are getting together as they have not been in the habit of doing for many years past and discussing local patronage with a serious desire for results. Outside of a few personal appointments, it is becoming plainer every day that Major McKinley will have no favorites.

New candidates for the position of assistant secretary of the navy are continually presenting themselves. Henry Clay Fisher, a retired officer of the marine corps, is so far ahead in the race that he is being urged. It is said by Vice President Hobart and the leading Republicans of New Jersey. The formal candidacy of Cornelius Van Cotte, of New York city, has just been announced. His opponent is "the Honorable" Senator Platt and by the Republican state committee. The chances of Secretary Loring commanding are not considered to be exceedingly slim. It has been pointed out to the President and to the secretary that each of the several bureaus at the Navy Department is controlled by a naval officer who is a specialist and who can give the executive head of the department the professional knowledge that he may require.

Postmaster General Gaffney has not yet announced his policy regarding the recent presidential of fourth-class postmasters. He has been so overwhelmed with callers and with familiarizing himself with the scope and methods of the department that he has had little opportunity to devote any time to appointments consideration. Before he comes to a definite decision as to whether postmasters will be allowed to serve out their terms he will have a consultation with the President. As all presidential postmasters are appointed by the President, there is no doubt that he is entertained at the department that they will be allowed to serve out their terms. The President's policy regarding the fourth-class postmasters, who have been appointed by the President, is a matter of great importance.

THE WHEN

BIG 4 ROUTE DO YOU KNOW

Four Good Things From Indianapolis

Knickerbocker Special
New York and Boston
Southwestern Limited
St. Louis and the West
White City Special
For Chicago and Cincinnati
Boston Express
For New England Points

Parlor cars, dining cars, cafe cars and palace sleeping cars, comprise the equipment of these favorite trains.

Call on Big Four agents, No. 1 East Washington street, Massachusetts avenue and Union Station.

H. M. BRONSON, A. G. P. A.

C. H. & D. R. Y.

ALL RIGHT!

No Interruption from High Water

All Trains Running Regularly In and Out of CINCINNATI Passenger Station

Ticket Office—2 West Washington street and Union Station.

GEO. W. HAYLER, Dist. Passenger Agent.

The Popular MONON ROUTE

In the best CHICAGO time re-line to be had

FOUR DAILY TRAINS

Between Indianapolis—7:30 a. m., 11:30 a. m., 3:30 p. m., 12:30 night.

Trains arrive Indianapolis—7:30 a. m., 1:45 p. m., 3:30 p. m., 12:30 night.

Trains leave Indianapolis—7:30 a. m., 1:45 p. m., 3:30 p. m., 12:30 night.

Trains arrive Chicago—7:30 a. m., 1:45 p. m., 3:30 p. m., 12:30 night.

Trains leave Chicago—7:30 a. m., 1:45 p. m., 3:30 p. m., 12:30 night.

The Indiana Mutual Building and Loan Association

Receives Deposits of ONE DOLLAR AND UPWARD, at any time, and allows interest on all deposits remaining six months or over.

All money deposited may be withdrawn in full, with no deductions whatever for fees or interest. This is no experiment. The Association has been doing this successfully since 1891. For further information call at the office.

22 East Market St. (Journal Building).

CHARLES KAHLO, Secretary.

BEST : INVESTMENTS

BONDS

Parties having money to invest will find it to their advantage to call on or correspond with us.

Amounts as desired, \$100 and up.

CAMPBELL, WILD & CO.

205 Indiana Trust Building.

Fine Creamery Butter

25c

... Per Pound

ROBERT DRAKE

Successor to Power & Drake,

16 North Meridian Street.

FARM FOR DRUNKARDS.

New York Scheme for the Reformation of "Indesirable Citizens."

ALBANY, N. Y., March 10.—A bill has been introduced in the Assembly which authorizes the city of New York to appropriate \$100,000 for the equipment and maintenance of a farm colony near New York city where habitual drunkards and other undesirable citizens may be sent to be confined to decency and a proper regard for their duties to the State. The bill is said to be favored by a majority of the legislators.

Governor Black to-day signed the "knock-out drops" bill, which makes it a felony for any person other than a licensed druggist or physician to have in his possession or to administer to any person a drug or a narcotic.

TRAIN'S WRECK PLUNGE

THE E. & T. H. LIMITED TAKES A HEADER INTO WHITE RIVER.

Locomotive and Three Cars Go through a Washout at Hazelton and Four Men Known to Be Killed.

ENGINEER'S LUCKY ESCAPE

BRAKEMAN PINIONED FIVE HOURS WITH HEAD ABOVE WATER.

Several Passengers Said to Be Missing and Ill-Fated Cars Floating Down the Swift Current.

Special to the Indianapolis Journal.

PRINCETON, Ind., March 10.—The Chicago and Nashville limited passenger train on the Evansville & Terre Haute Railroad plunged into a washout when approaching Hazelton six miles above here, about 5 o'clock this morning. According to Engineer McCutcheon the train was going twenty-five miles an hour along a stretch of track on a sixteen-foot bank, next to which a bend of White river was running since last week's flood. The water had eaten its way under the track and the engine turned a somersault down the bank and sank in the river. It was followed by the combination mail and baggage car. The more weakly constructed smoker, in which were a number of passengers, was telescoped on the baggage car, being cut in two lengthwise. The ladies' coach and the sleeper remained on the track, but the crevasse in the bank soon widened to a hundred feet or more and this afternoon the ladies' coach fell into the river and floated a mile down stream. The passengers in the last two cars were all rescued without serious injuries to any and sent back to Vincennes, but four others and possibly five are known to have met death in the accident. None of the bodies has been recovered from the river and the report is that a dozen or more were in the smoker. Only two escaped from the car. They are William Henderson, of Kokomo, Ind., the youngest brother of ex-Auditor of State J. O. Henderson, and Brakeman Haulsen. The known killed are:

GEORGE A. SEARS, conductor, of Terre Haute; J. C. WILSON, fireman, of Evansville; HERBERT ALLEN, Evansville, said to be one of the doorkeepers of the last Legislature.

UNKNOWN MAN, supposed to be W. H. Lange, commercial traveler for W. B. Phillips of Fort Wayne, selling ladies' waists. It is also said there was a Hebrew traveling man in the smoker who cannot be accounted for. The injured are:

JOHN MCCUTCHEON, engineer, Evansville, who was badly injured, legs badly burned and otherwise bruised.

H. J. HILL, express messenger, escaped from baggage car with a few bruises.

HAUSEIN, brakeman, pinioned five hours in smoker with head above water, foot and leg crushed.

EDWIN, brakeman, several cuts and bruises.

WILLIAM F. HENDERSON, Kokomo, Ind., injuries not serious.

Conductor Sears was seen in the smoker before it was washed away several hundred yards by the flood. How many were in the smoker other than those mentioned, no one can tell. From a grip sack found it is believed one of the lost was a traveling agent for W. B. Phillips, of Fort Wayne, selling ladies' waists. This afternoon the flood swept away the ladies' coach, leaving only the sleeper on the track. Many Evansville people were in the sleeper, including State Senator Leich and wife, returning from Indianapolis, and Sheriff Covert and wife, and Miss Ada Ragon, returning from the inauguration of President McKinley.

Superintendent Corbett had just yesterday returned from a tour of repairs on account of recent floods and had just resumed through train on slow schedules. The water had backed up on the side of the track opposite the treacherous bend in the river and made the place where the wreck occurred a dangerous point, with water on both sides. No roadbed in southern Indiana is said to be absolutely safe since the flood. It is believed that the water has been raging torrents for several days, but the railroad men believed the Evansville and Terre Haute roadbed was ready for travel. Five trains are said to have crossed the Hazelton embankment before the "Canaan Ball" last night, and the officers of the road are claiming that the train had been over the spot only a short time before the accident and reported all safe. The water must have been eating its way through the bank for several hours. There was a gap in the track several car lengths after the ill-fated train went into the river.

Engineer McCutcheon saw nothing to indicate that the support to the track was gone as his engine approached. His escape is a wonder to everybody as well as to himself. When the locomotive took its last plunge it was thrown out of the cab and swam back to the shore. The engine was not entirely submerged. He could see nothing of the fireman and the body of the latter is probably lying in the cab. There is little prospect of recovering any of the bodies of the others near the accident. The current is strong and the water is high. Brakeman Haulsen's experience was the most excruciating of any of the victims who escaped. He was pinioned in the smoker by a broken timber. His head remained above water and for five hours men worked trying to rescue him. His suffering was terrible and he begged that some one would take an ax and cut off his leg. Finally the water undermined the car and released Haulsen and as he was dragged from his position the car floated away.

State Senator Leich and Sheriff Covert, who were on the train, spent the day working at the wreck, devoting most of their time to Brakeman Haulsen. This wreck and other damage along the line from flood has again caused a suspension of traffic on the entire system. Yesterday was the first day that trains had passed over the entire road since the recent floods. A wrecking train and 200 employees of the line were sent out to-day to repair damage. The company has arranged to send train cars over the Peoria Decatur & Evansville and Big Four roads.

The baggage car is tied to the track, but it is believed that more of the track will be washed away and the car will go down stream. All day the railroad people have been dumping large logs into the washing away of the levee, but it is feared that much of the track will be carried off in the rushing current.

It is known that seventeen pieces of baggage were in the baggage car at the time of the wreck, three pieces for Princeton, three for Evansville, and eleven for South-

ern points. Overcoats, grips and hats were found in treasuries by those patrolling the river in row boats, hoping to recover some of the bodies. The passengers were all taken from the day coach and sleeper before they were washed away and no lives were lost in these two cars.

The engine was turned completely over on the left side of the track and Engineer McCutcheon, who had a remarkable escape, says: "I could see no washout as we ran along and did not realize there was any danger until I came to my senses while in the water. I was evidently thrown clear over the engine. I saw the engine and swam to it. After reaching it I called to my baggage car and the lower part drifted away. The windpipe was nearly cut. I managed to get to Hazelton and told the agent the main part of the train was on the other side of the washout and could not reach it."

Ill. J. H. express messenger, said: "I do not know how in the world I escaped death. I never received a scratch. I found myself in the water and swam ashore. The smoking car was jammed clear through my car, cutting the smoker in two just over the seats. The top part was jammed over my baggage car and the lower part drifted away. All the dead were in the lower part of the smoker, and I believe the passengers were all killed before the car sank."

Missing Passenger May Be W. H. Lange

Special to the Indianapolis Journal.

FORT WAYNE, Ind., March 10.—W. B. Phillips, a ladies' shirt waist manufacturer, of this city, received a telegram this evening, stating that his sample car had been wrecked in the Hazelton washout. The only salesman on the road for Phillips is W. H. Lange, married, aged thirty-five, who was with him last night. Lange was a clerk in the Evansville office of Phillips, and is well known in this community. Mr. Phillips declared that he could not believe how Lange could be in that territory.

Barlow Says Four Killed

CHICAGO, March 10.—The following dispatch was received at the offices of the Evansville & Terre Haute Railroad in this city at 5 o'clock from President Barlow:

"The injured passenger is named Henderson. He was in the baggage car, and was crushed by the legs, caused by car sent. We have located all of our passengers, and all but one are safe. We are all well, and an unknown man. We fear they are lost. If so, then we have lost two of our men."

Engineer's Legs Crushed Off

WICKLIFFE, Ky., March 10.—At 1:20 o'clock this morning the St. Louis express on the Illinois Central, north bound, collided with a freight train at East Cairo, Ky. Fireman Walter Rogers, of the express, was killed. The engine and the freight train were crushed. The mail car and engine of the express train were demolished. The engine was crushed and the freight car was crushed. The telegraph operator, Godwin Boaz, having a narrow escape from death.

THE B. & O. S. W. A HEAVY LOSER.

Town of Medina Nearly Washed Away and Tracks Gone.

Special to the Indianapolis Journal.

SEYMOUR, Ind., March 10.—The most stricken town by the great flood is Medina, a town of four hundred inhabitants, eighteen miles west of this city. The town is now a sea of mud. The entire town is submerged and the people were compelled to flee to the hills in order to save their lives. The town is on a level and not a house was spared by the flood. Every merchant in the town has sustained heavy loss and a wealthy farmer near by has lost his barn and a large part of his stock. The water was carried down the stream. The Baltimore & Ohio Railroad Company has reached Medina in making repairs and finds two miles of track washed out. The roadbed is washed out twenty feet deep in places. The water is still rising and it will be two or three days before trains can be run. The water is still rising and it will be two or three days before trains can be run. The water is still rising and it will be two or three days before trains can be run.

Wheat Buried in Mud

Special to the Indianapolis Journal.

MITCHELL, Ind., March 10.—As the waters recede in the place in the past few days, it is found that the wheat is buried in mud. In many homes every article of furniture is destroyed, washed away or half buried in the mire. Farmers find that their crops are ruined. The water is still rising and it will be two or three days before trains can be run. The water is still rising and it will be two or three days before trains can be run. The water is still rising and it will be two or three days before trains can be run.

Trains Again Reach Bloomington

Special to the Indianapolis Journal.

BLOOMINGTON, Ind., March 10.—At noon to-day a through train passed over the Monon Railroad for the first time since Tuesday night, owing to the very severe storm which had been raging in the territory. The train was delayed for two miles of track and embankment washed out. The loss to the Monon for repairs and blockade of traffic is estimated at \$50,000.

Whitewater Branch Line Open

Special to the Indianapolis Journal.

HAGERSTOWN, Ind., March 10.—Because of a washout on the line three miles north of here no trains have arrived or departed since Friday. The regular running of trains will be resumed to-night.

The Ohio at Cincinnati

CINCINNATI, O., March 10.—At 11 o'clock to-night the river here was forty-nine feet and three inches, and rising an inch and a half per hour. All